BusConnects
Dublin

Urban Realm Concept Designs

Project Ireland 2040
Building Ireland's Future

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.


LÁNA
BU

Contents

BUS CONNECTS
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

1. Introduction

1.1 What are the BusConnects Core Bus Corridor Infrastructure Works in Dublin?

The Transport Strategy for the Greater Dublin Area 2016 – 2035 sets out a network of the bus corridors forming the "Core Bus Network" for the Dublin region. The BusConnects Dublin - Core Bus Corridors Infrastructure Works (herein after called the CBC Infrastructure Works) involves the development of continuous bus priority infrastructure and improved pedestrian & cycling facilities on sixteen radial core corridors in the Greater Dublin Area, across the local authority jurisdictions of Dublin City Council, South Dublin County Council, Dún Laoghaire-Rathdown County Council, Fingal County Council, and Wicklow County Council. Overall the CBC Infrastructure Works encompasses the delivery of approximately 230km of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin.

The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

The objectives underpinning this aim are:

1. Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;
2. Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
3. Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;
4. Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;
5. Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and
6. Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

1.2 Walking, Cycling and Urban Realm

Along each route, improvements and enhancements will be made to footpaths, walkways, pedestrian crossings and green areas.

The CBC Infrastructure Works also facilitates inclusion of enhanced cycling facilities drawing from the Greater Dublin Area Cycle Network Plan.

Walking and cycling is becoming more popular and more important across all major European cities. Improving the streetscape for walkers and the segregated space for cyclists in urban areas creates more people friendly and liveable urban environments and contributes to reducing congestion and carbon emissions, improving air quality. Such improvements and enhancements in tandem with the public transport transformation present a unique opportunity to improve and enhance the receiving urban realm.

The CBC Infrastructure Works funding includes for investment in localised urban realm with additional landscaping and outdoor amenities.

1.3 Sustainable Mobility

An environmentally sustainable enhanced public transport system will enable economic growth and meet significant increases in travel demand while contributing to our national policy of a low-carbon economy. The expansion of attractive and sustainable public transport alternatives to private based car transport with a special focus on the provision of safe alternative active travel options will reduce congestion and emissions.

Choosing to use upgraded segregated cycling and walking facilities and networks, especially in our cities and towns, will also alleviate congestion and help to meet climate action objectives.

2. Design Principles

2.1 Design Vision Background

Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to and from work.

The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. It typically relates to all open-air parts of the built environment where the public has free access. It would include seating, trees, planting and other aspects to enhance the experience for all.

When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through.

Urban Realm Improvement Opportunities – 'the big in the small'

The Urban Realm improvement opportunities along the routes present themselves through the civil/physical works needed to reach the objective of the BusConnects schemes, which is to provide bus priority, along with improved cycling and pedestrian facilities. All put together, the BusConnects schemes provide an opportunity for lots of minor interventions that together will give a general city-wide lift.

The Urban Realm improvement opportunities are fragmented and spread out across the city and need to respond to specific locality and context. In the design of the urban spaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as its Carbon Footprint.

Design will be facilitated and processed by the CBC Infrastructure Works team, in collaboration with the Councils and other relevant stakeholders depending on the locality.

The Urban Realm design response will be reactionary, that is, responding to the locality and its conditions. Generally the designers remit is to react in a scale that goes from Recreating the Street, to a Tidy Up. In between these measures lies a scale of intervention measures that can be described as Rethinking of Traffic Management, Relocate/Merge Functions and De-clutter.

2.2 Design Response Principles

The design response will take into account the existing character of the public realm, considering how the locality functions and what activities are there; the density and type of buildings including materials and relationship to the street, boundaries, surface treatments, trees and other planting as well as lighting and street furniture. The character is used to inform the design process, types of materials to be used (new like-for-like or upgrade), level of design intervention, finishes etc.

The character of the public realm is linked to the level of change that BusConnects potentially causes based on the intervention required to achieve the project's objective of bus priority.

The resulting treatment of the proposed public realm treatment is assessed for opportunities for enhancement to mitigate effects.

Route hierarchy

The schemes in which CBC Infrastructure Works provide bus priority all traverse from outer suburban to denser city centre areas, and some routes cross Local Authority boundaries. BusConnects is not being branded in any way, so the Urban Realm designers can respond to the specific needs of the locations as they are encountered along the routes.

The design analysis and design work will take into account the various street typologies and urban settings, be it Arterial Roads, Inner Suburban Streets, Village Centre Streets or other categories and new design for the Urban Realm will be suited to the particular street category and environment.

Urban Realm opportunities - Improving areas impacted by BusConnects

- **Significant enhancement of areas where extensive works will be carried out**

  The opportunities for the Urban Realm improvements are borne out of the need to alter streetscapes to improve bus priority.

We are taking this opportunity to repair and improve Public Realm and to update and re-design spatial layouts.

Many spaces along the routes have underused inherent qualities which we would like to open up, to provide local communities with the best in Urban Realm design.

For some locations, the CBC Infrastructure Works allow for a more substantial remodelling of the Urban Realm, providing an opportunity to improve on the quality and usage of areas that function/could function as plazas and places for local community benefit. The Urban Realm strategy is to underpin the positive qualities of city living, focusing on liveability and community, while supporting easy access to sustainable modes of transport.

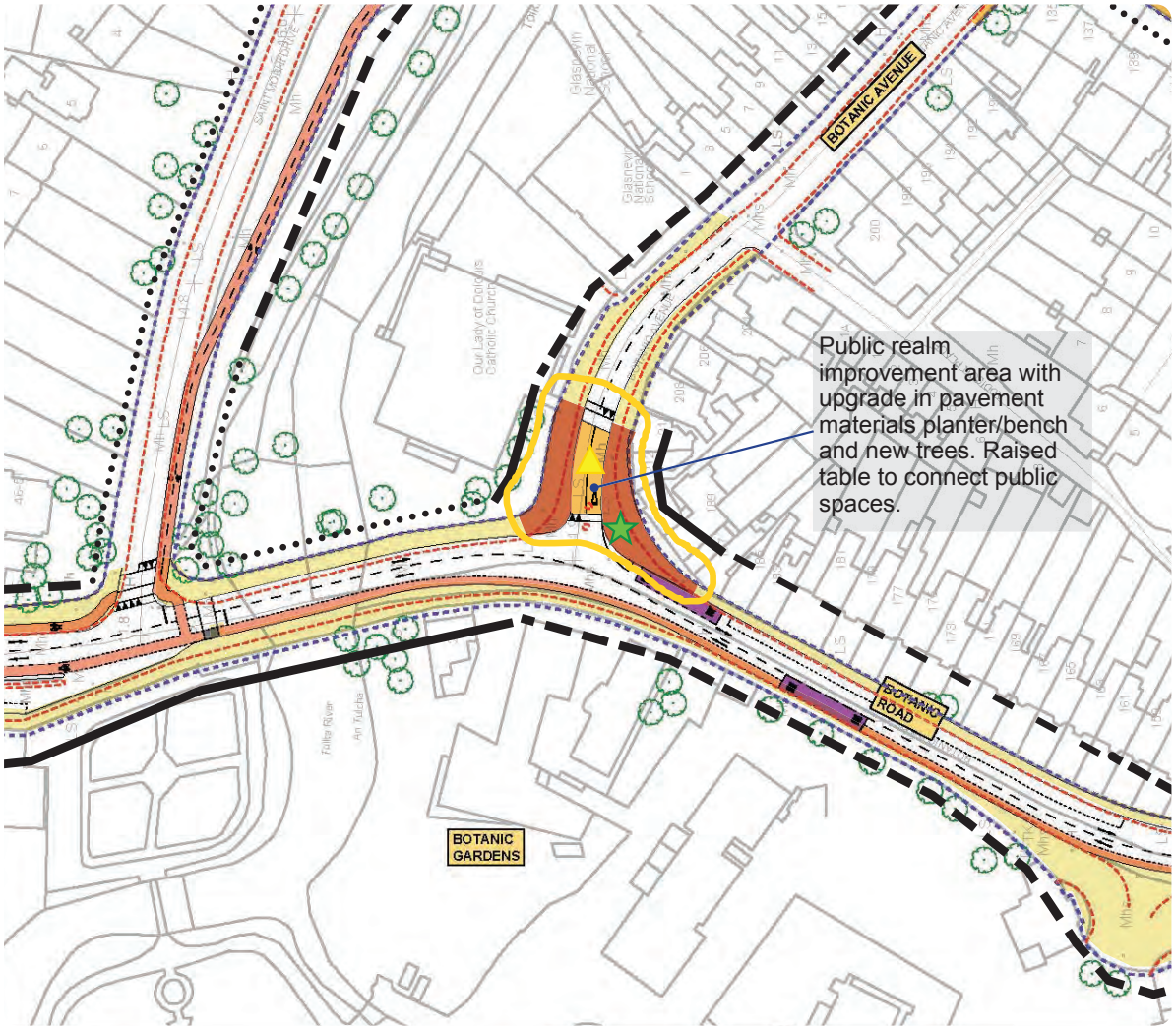
The priority improvements for the sustainable transport modes (public transport, cycling, walking) go through a number of urban village centres. In these areas there will be a particular focus on higher detailing in material composition, urban furniture and seating and on possible improvement of outdoor space available for retail.

Micro-Interventions

Along the routes we have identified numerous opportunities where a rearrangement of layout, as well as use of replaced or upgraded materials can give a lift and provide an updated and improved space with a small effort.

Examples of this can include changing surfacing at sideroad access to main roads for pedestrian priority, placing of street furniture, pocket greening, better lighting etc.

Pocket greening of existing hard surfacing include opportunities for replacement of paved/concreted areas with grass or greenery for the benefit of local absorption of surface water, thereby reducing pressure on the underground sewage system.



Better materials

The CBC Infrastructure Works is a city-wide chance to replace and, in many places, upgrade the materials used for kerbs, footpaths, for areas in front of shops and cafés, on smaller squares etc.

This will provide a facelift to many areas, suffering from old, broken surfacing that have been repaired in patches, where we will be tidying up.

Materials will generally be replaced like-for-like include granite (where appropriate for heritage settings), stone pavers, smaller stone settings, concrete etc.

Heritage materials will be respected, and any reconfiguration or re-laying will happen in consultation with heritage consultants and the involvement of the local council.

New signage

Updating of signage and wayfinding along the routes is part of the works on the schemes. An important part of this exercise is the de-cluttering of the Urban Realm – that is, the simplification of signage and of elements that have to be placed where pedestrians move.

Improved lighting

Along the schemes we have the opportunity to upgrade the lighting equipment, and with that the quality and spread of the street light.

Consideration will be given to replacement and improvement of the lampposts where possible.

The updated lighting poles will have the latest technology incl. low emission light.

Where possible, and when local conditions suit, it may be beneficial to the Urban Realm to provide underground cables.

Heritage lighting will be respected, with possible upgrade to the light emission.

Urban Furniture

For the street furniture, which includes benches, bins, racks for bikes in different configurations and other ground-secured elements in the streetscape, the intent is to promote placing of elements that support a positive and involved community use of spaces.

Furniture will be selected considering factors such as local conditions (e.g. heritage) and existing council standards, while also considering any new innovations.

Acknowledgement of existing strategy and policy documents

- **Recognition of Councils design guidelines**

  Part of the design strategy for the Urban Realm aspect of the wider CBC Infrastructure Works is to align with existing authorities in their development plans, strategies and ambitions. CBC Infrastructure Works does not have a particular branding strategy, but wish to hand over well-designed urban spaces and cityscapes to our local council collaborators, having considered their strategies for development and maintenance of materials and urban equipment.

2.3 Trees/Green Space

Trees and green spaces are an important part of the Urban Realm and contribute significantly to the liveability and aesthetic of an urban area. Recognising the importance of trees and green areas, throughout the design process the CBC Infrastructure Works has made significant and continued design revisions in order to minimise the impact on streets and areas where mature trees contribute significantly to the existing Urban Realm.

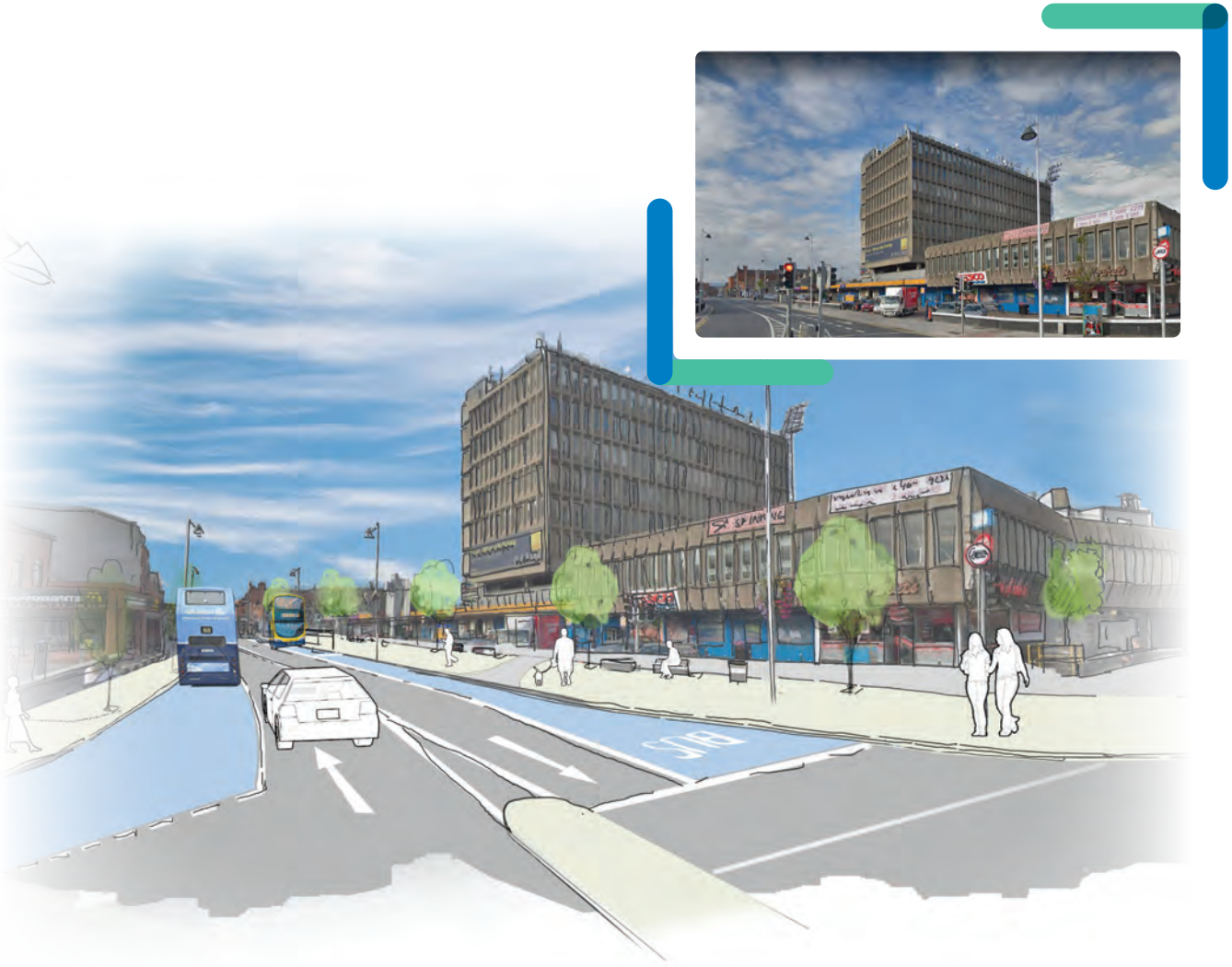
The vast majority of what may be considered landmark, long term and established mature trees along many of the city's streets and suburbs will not be impacted.

Places where trees are a cornerstone of the areas Urban Realm like Baggot Street, St. Mobhi Road and the Rathgar Road among many others, will largely remain untouched.

Across the CBC Infrastructure Works, where trees are to be removed they are largely smaller and less mature, the majority of which will be replanted.

Much of the tree removal is to facilitate the construction of, segregated cycle tracks, another important part of our Urban Realm designs, which in some instances run behind the roadside treeline. Examples include the cycleway along the River Poddle west of Kimmage Road Lower, and the new two- way segregated cycle-track that is proposed to run inside the grounds of Hermitage Golf Club on the Lucan to City Centre CBC.

In addition to preserving mature trees where possible, areas where opportunities arose for significant enhancements to green spaces and the tree canopy were also examined and provided for in our Urban Realm designs.



3. Design Examples

The last section of the document contains a description of a number of examples of how a variety of localities that are typical across the Core Bus Corridors have been analysed and how the resulting design proposals and considerations have been developed.

3.1 Drumcondra

Analysis of area character and context

Griffith Avenue to Richmond Road:

The Drumcondra area, between Griffith Avenue and Richmond Road, is a suburban area with two-storey, semi-detached red brick residential properties that are situated well back within their plots. It is set against mature tree-lined avenue of Plane trees.

There is a change in character at the village centre with the dominance of mixed commercial properties situated close to the road side. Footways are narrow. The eastern side comprises red brick terrace blocks, predominantly 2 storeys intersected by multiple side roads. Mainly retail/commercial use with the mid-section of terraces for residential/B&B use.

DCU campus on the western side provides a tall, modern DCU entrance building providing unique architectural style within context. Campus grounds encompassed by a high stone wall, trees and shrubs beyond which provides green frontage along the street scene. The footways are narrow.

People/Passenger Movement

Western side dominated by movement into the DCU campus. Funnelled toward two wide gateways onto the campus.

Eastern side is more granular with activity associated with retail, residential uses and entry/exit from the many side residential roads.

Connectivity

- Many side roads and footpaths primarily from the east leading from residential streets;
- Mixed uses with active frontages and access onto Drumcondra Road Upper.
- Continuous solid frontage to western side, limited to two wide gateways into the DCU campus.

Heritage

St Patricks Training College at DCU is a national monument.

Public Realm Strategy

Tree lined avenue area: Undertake a light touch to the public realm areas with a de-clutter and tidy up. Use of poured concrete footways and concrete kerbs to repair/replace existing where necessary. Plant new trees where opportunity allows to sustain longevity of avenue character. Cycle and pedestrian routes near trees to have a visual delineation through use of materiality. Potential to explore SUDS at grass verges and enhancing tree pits along tree lined avenue to enhance future health of trees.

The Village Centre: Undertake a refresh of the public realm to support local economy near DCU and from Tesco to the bridge balancing the space required for multiple users through re-design where needed. Enhance and unify paving, de-clutter and new street furniture. Use of concrete paving with high quality design details including consideration of stone banding and granite kerbs. Continue same palette of concrete paving throughout area to create uniformity with less detailing in paving design required in front of residential terraces. Parking to be designed as inset parking at footway level with granite blocks to provide wider footways when not in use. Alternatively blocks as surface treatment if designed at road level. Commemorative flower posts are to be retained or relocated in consultation with local authorities. Create Priority pedestrian crossings at sideroad crossovers.

Cycle Parking

Existing cycle parking hoops in both the northern and southern retail areas, outside Tesco and The Cartridge Shop. Replace and rationalise as part of public realm refresh for village centre.

3.2 Glasnevin

Site character

The area is landmarked by the prominent 1973 pyramidal church of Our lady of Dolours which is bounded by the river Tolka and the lush surrounding vegetation. There is a remarkable cedar tree that frames the entrance. On the opposite side there is an attractive commercial zone with interesting and well cared façades.

The area is a local focal point that attracts many users to the services provided by the parish and shops. Nevertheless, the scarcity of public space around the shops is quite noticeable and the existing wide road junction forms a barrier through the centre of the urban realm as a clear limit between different areas and segregates the various uses. The high proportion of space dedicated to the roads in relation to footpaths restricts pedestrian use as may be seen in the photographs.

Visual axes

In terms of the existing visual relationships coming from the north along Glasnevin Hill road, the pyramid shape of the church is wrapped by the larger trees around the Tolka River flowing east from the National Botanic Gardens. This view ends at the row of shops at Botanic Avenue where the buildings of McMahon's with red brick and light green colours are, together with the white and red Barbershop, attractive viewpoints. In the background, the old brick houses, and the high stone wall of the Botanic Gardens also frame the views.

Arriving from Botanic Avenue, from the east, the church´s large black slated roof is dominant over a landscape of quaint 1 to 2 story residential houses. In the background the screen of tall trees from the Botanic Gardens stands out. On the other hand, from Botanic Road the south the views are constrained by the tall Botanic Gardens stone wall on the left and the 2 story brick houses with front gardens on the right. The focal points are the large cedar tree, the Tolka River trees and the interesting shape of the church roof.

Public Realm Strategy

The renovation of this area aims to increase public space with a pedestrian friendly emphasis and to unify the zone by proving a coherent design using a set of materials and design solutions such as the incorporation of small ornamental fruit trees. The design of a large planter wall/ bench will mediate the difference in level between the existing road and the footpath at the shops at a lower level. A raised table surface across the road junction with a different paving material will join both footpath areas together.

The proposed street layout design of this area provides significant footpath enlargements which are additions to the existing plans showing narrow footpaths and small traffic island.

The proposal will provide universal access by eliminating the existing steps and providing lateral ramps. The raised table will favour low speed vehicular movements and easy crossings by pedestrians. Cycle parking should be included near the shop area.

The landscape strategy was to create a distinguishable small plaza environment that doesn't overshadow the heritage elements around, such as the Botanic Gardens wall, the old buildings and the church.

The planting will include small height deciduous trees, that will convey cohesion and general harmony to this relatively small area. The large planter will include perennial flowering shrubs that appeal to the users and favour using the plaza as a rest zone and meeting place.

Additional space on the southern side of the area may be used for outdoor tables for the café and casual seating for public use in a sunnier position out from the shadow cast by the buildings. More such seating is possible across the road in front of the church.

3.3 At Bangor Drive on Crumlin Road

Analysis of area and context

Crumlin Road stretches between Crumlin Children's Hospital to the west and Dolphin's Barn at the junction with Parnell Road in the east. The road frontage is primarily residential homes with front gardens or driveways on both sides. Occasional open green spaces allow for a few mature trees along the route, but space for trees is limited. The housing is broken by occasional shops and a petrol station. The suburban character along the Crumlin Road is dominated by the busy road. Midway along the route the St. James Gaels sports grounds is screened by a mature 2m high hedge row which breaks up the housing. Bangor drive is predominantly a residential street connecting to Crumlin road.

The area adjacent to Bangor Drive has a mixed character with mix of commercial properties and residential properties on both sides of the carriageway. Store front parking causes traffic to cross the footpaths or at times result in temporary parking on the footpaths reducing accessible space and pedestrian sense of safety. Pedestrian crossings on the Crumlin Road are fairly widely spaced. As the Crumlin Road approaches Dolphin's Barn the character of the road becomes more commercial and the

pedestrian zones widen creating a greater sense of comfort.

People/Passenger Movement

The area allows for good pedestrian movement on the footways along Crumlin Road and Bangor Drive. However as stated above on street parking can hamper the pedestrian accessibility. The southern side of the Crumlin Road is punctuated by many residential roads such as Bangor Drive and Clonard road linking to Old County Road and this network of streets creates good permeability for pedestrians through the Urban fabric in the area.

Cycle lanes are provided on both sides of Crumlin Road.

The Crumlin Road has an active edge containing uses such as retail, residential, off street parking and entry / exit from a businesses. Although this is to be expected for a busy route into the city centre it can create a very vehicle dominated experience with little respite for pedestrians.

Connectivity

- Pedestrian movement along the road captures adjacent communities of Drimnagh and Crumlin
- There are some commercial uses which give an active edge to the street
- Side roads provide for permeability from north and south to connect to Crumlin Road.

Landscape

The landscape strategy for Bus Connects is to use this opportunity to introduce planting of trees and native plants along substantial corridors into the city. The planting will not only increase the local biodiversity but provide means to improve the sustainable drainage of the local environment through planting beds. Small scale enhancements along the routes can vastly improve the urban realm and provide safe spaces for seating, gathering or waiting for transport. Other than the hedge boundary at St. James GAA, there are almost no street trees along Crumlin Road. The opportunity to provide pedestrian spaces at the junctions of Bangor Road and Clonard Road will create small interventions conveniently located at small retail clusters. It will enhance the wider area providing pedestrian focal points along the Crumlin Road with mature tree planting in an otherwise vehicle dominated landscape.

Public Realm Strategy

Cycle Parking

There are limited cycle parking opportunities along Crumlin road currently. Cycle parking will be included in the new spaces afforded by closing Bangor Drive and Clonard road.

Design Opportunities

A three-lane option with Signal Controlled Priority is proposed along Crumlin Road between the Health Centre and Clonard Road to reduce the impact on properties. To facilitate this arrangement, it is proposed to close the Crumlin Road junctions with both Clonard Road and Bangor Road. This gives an opportunity to create a small area of public realm at each cul-de-sac. This will give a sense of place to the area of the street while maintaining pedestrian and cyclist connectivity to Crumlin road.

Concept Design plans

It is proposed to create a community space at Crumlin Road/Bangor Drive with street tree frontage, soft landscaping, additional street trees, upgraded paving materials and street furniture. See image, additional street trees, upgraded paving materials and street furniture.

3.4 Rathmines Village

Analysis of area and context

Rathmines Village is a busy 19th century urban village at the intersection of roads leading from Rathgar, Dartry, Ranelagh and Harold's Cross, and to the city centre. It is one of the larger urban villages on the southern side of the city, and serves a wide catchment of surrounding residential streets and squares.

The village, towards the southern end of Rathmines Road, is arranged around irregular street geometries with variable road and pavement widths, and is characterised by two and three storey fine-grained period buildings, many protected structures, comprising mostly commercial and retail uses, with occasional infill modern buildings. The Swan Shopping Centre, built in the 1980s, reflects the two storey fine grained context, and occupies the north eastern part of the village. The Bank of Ireland, Town Hall and Library, protected structures, define the northern end of the village core.

Rathmines Road continues towards the Grand Canal and city centre, characterised by a mix of period and modern developments that reinforce

the linear nature of the street, and also comprise mixed retail, commercial and residential uses. Rathmines Church is a distinctive landmark building set back from the street between terraces and opposite the grounds of St. Mary's College.

People/Passenger Movement

As an established urban village, located between the city and the wider residential south city area there is a constant stream of pedestrians, cyclists and buses from a wide catchment accessing the retail, commercial, residential and other buildings of Rathmines. There are many connecting roads and laneways leading from the residential streets around Rathmines.

Footpaths are mostly adequate, with some narrower sections, and cycle facilities are intermittent and/or shared with bus lanes and general traffic. The volumes of movement of all road users through Rathmines gives rise to substantial competition for road space and frequent congestion.

Connectivity

- Rathmines, and Rathmines Road, is a conduit that leads to and from the surrounding residential areas, but also caters for through movement between the city centre and the south city.
- Continuous and mixed uses with active frontages throughout.
- Side roads and laneways leading to adjacent residential areas.

Public Realm Strategy

Landscape in Rathmines Village is limited, with a distinctive mature tree in private property beside the Bank of Ireland, and borrowed landscape at the junction with Leinster Road. Rathmines Road has a small number of street trees, but does feature occasional trees in adjacent private properties, including in particular, along the frontage of St. Marys College.

Changes in the allocation of street space and the traffic regime arising from the CBC Infrastructure Works present areas of opportunity to enhance the public realm at Rathmines.

Rathmines Village

The irregular layout of the junction of Rathmines Road and Rathgar Road, together with the proposed rationalisation of vehicular movements, provides a substantial opportunity to reduce the current traffic dominance and establish a strong urban focal point. The proposal reduces the amount of road space, provides shorter and safer pedestrian crossings, and creates an attractive pedestrian space along the frontages of the shops on the eastern side of the junction. The new space will be formed using granite kerbs and high quality paving design and street furniture, new street trees and landscaping, and will provide a distinctive and attractive multi-use public space for pedestrians, meeting and greeting, outdoor café space and bicycle facilities. The character and quality of the space will extend to the opposite side of the junction, and to the footpaths throughout the village.

Rathmines Road

The proposal is to introduce a Bus Gate that will reduce through-traffic in Rathmines Village north of the Castlewood Ave junction. The reallocation of road space proposed, including reduction to two vehicle lanes, provides an opportunity to enhance the public realm along both sides of the street and to reduce the sense of vehicular dominance. Footpaths will be widened where possible, and continuous cycle tracks will further increase the sense of a wider zone for people along both sides of the street. For the revised street edges there will be consideration of using granite kerbs and high quality paving design, and will be continuous across side streets providing safer and more accessible facilities. Reduced carriageway widths will mean shorter and safer pedestrian crossings.

Cycle Parking

The revised streetscape and public realm will permit giving consideration to the introduction of additional and replacement cycle parking stands throughout Rathmines

3.5 Stoneybatter

Analysis of area and context

Stoneybatter is an established urban neighbourhood streetscape along Stoneybatter and Manor Street, and incorporating a distinctive public space at the northern junction with Prussia Street and Aughrim Street. The streetscape is characterised by two, three and four storey mixed use traditional terraced buildings, many protected structures, and incorporating basement lightwells or small private spaces with metal railings, particularly along Manor Street.

Pavements vary considerably, generally being narrower along Stoneybatter, wider along Manor Street, and opening out on the western side to join with the public space at the junction with Aughrim Street. The carriageway is mostly three lanes wide with an outbound cycle lane, however, the presence of on-street parking along much of both sides renders the roadway and vehicular traffic more dominant.

Substantial public realm enhancement works have been undertaken in recent years, with granite kerbs, concrete paving and street trees

along most of the footpaths. The public space at Aughrim Street incorporates three mature and distinctive trees set in grass areas, and granite setts have been used to connect the two parts of the space, enhance the overall character of the space, and also to introduce an element of passive traffic calming.

People/Passenger Movement

As an established urban neighbourhood close to the city centre, and with extensive residential streets and the emerging Grangegorman Campus development, Stoneybatter is a vibrant and busy neighbourhood in itself, but is also an artery for people moving between the city and the Navan Road area to the northwest. There are frequent side streets leading to and from the adjoining areas, and a constant flow of people to and from the main street.

Footpaths are mostly adequate or generous, with narrower sections further south. There is an outbound cycle lane, and the inbound cycle facility is shared with the bus lane.

Connectivity

- Manor Street and Stoneybatter facilitate movement from the immediate neighbourhood to both the city and the Navan Road area, but also cater for through movements to and from these areas.
- Continuous residential and mixed uses with active frontages throughout.
- Side roads leading to and from adjacent residential areas.

Landscape

Landscape in Stoneybatter comprises three distinctive mature trees in the public space at Aughrim Street, together with street trees along the footpaths, and borrowed landscape in adjacent private gardens.

Public Realm Strategy

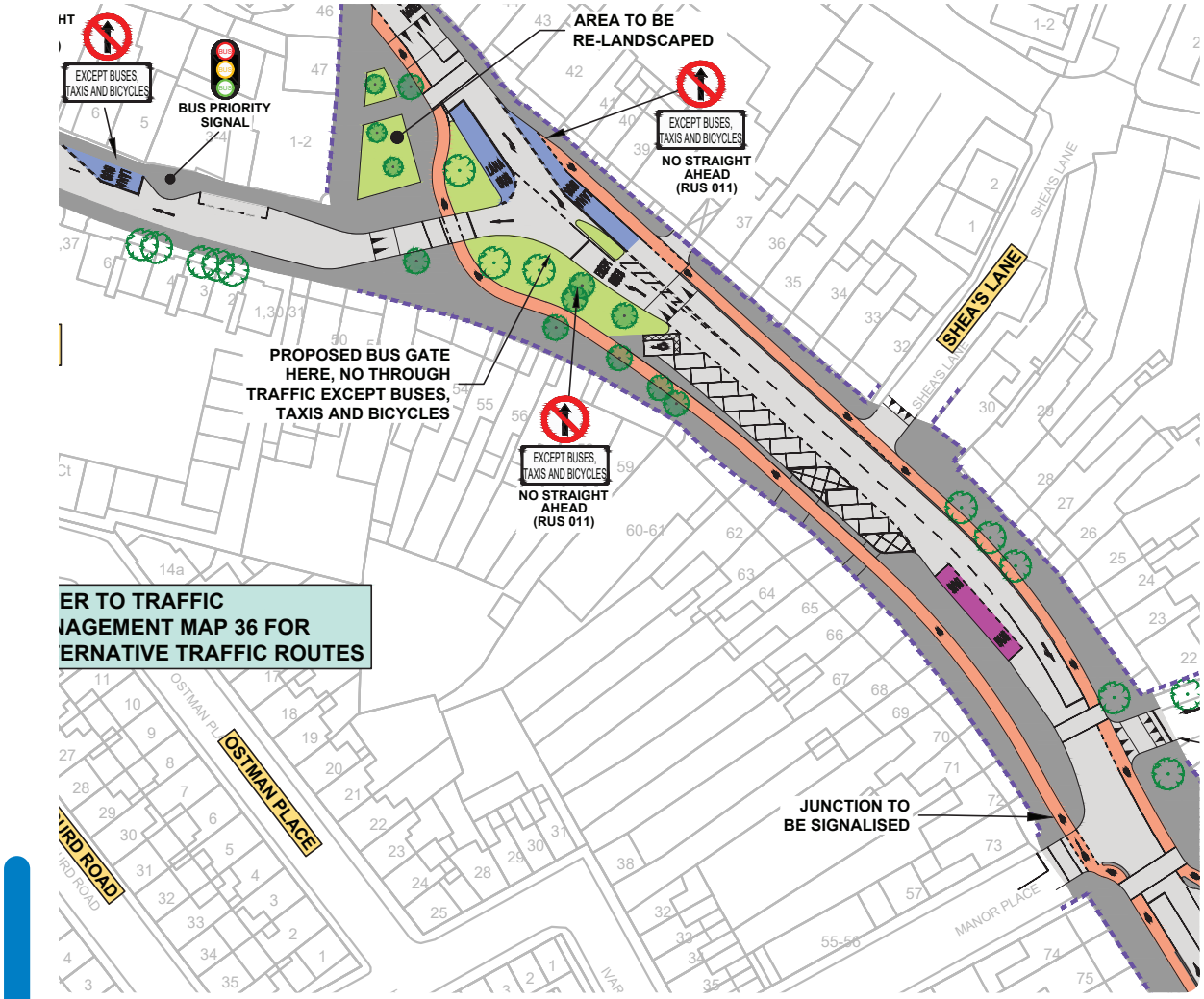
Rationalisation of the street space, and changes in the traffic regime proposed under the CBC Infrastructure Works presents opportunities to further enhance the public realm at Stoneybatter and establish a stronger pedestrian and neighbourhood environment. Traffic lanes and on-street parking will be rationalised to reduce vehicular dominance. The space saved will allow the provision of continuous cycle tracks in both directions, localised widening of footpaths, and improved pedestrian crossings. Cycle tracks will be adjacent to footpaths, creating a wider and safer zone for people along both sides of the street.

The existing public space at Aughrim Street will be increased in size, retaining the key features including the mature trees, and the Aughrim Street carriageway at the junction with Manor Street will be reduced to a single lane only that will allow the overall space to present more effectively as a single larger space. Parking within the space will be displaced in favour of pedestrian and gathering space, with outdoor seating and increased landscaping. Materials used will answer to the established quality and character of the public realm, with

a stronger provision for pedestrians, cyclist, landscaping and amenity so as to reinforce the neighbourhood character of the streetscapes and spaces.

Cycle Parking

The revised streetscape and public realm will permit the introduction of additional and replacement cycle parking stands.



3.6 Baggot Street Upper

Analysis of area and context

Baggot Street Upper is a wide city street, well defined by three, four and five storey fine grained Georgian and Victorian buildings including the former Royal City of Dublin Hospital on the northern side (protected structures), and larger footprint modern infill commercial developments on the southern side. Retail, restaurant and café uses at ground floor along much of both sides provide active frontage, with upper floor commercial uses providing additional footfall.

Pavements are mostly generous, varying in width from 4.5-7.5m, and mostly comprise historic granite kerbs and a mixture of concrete paving types. Street trees of mixed maturity are located along some sections of the street, in particular outside the hospital and towards the eastern end of the street. Baggot Street Upper presents as an attractive and busy streetscape, however, the expanse of existing carriageway and on street parking creates a strong sense of vehicular dominance that almost segregates the two sides of the street.

People/Passenger Movement

Located between the city centre to the east and the mixed residential and commercial areas to the east, Baggot Street Upper, with its retail, restaurant and café uses, is a busy urban hub catering for the immediate and surrounding commercial and residential areas, with high volumes of people in the mornings, lunch times and evening. It is also a primary route for through movement between the south city centre and the southeast.

Footpaths are mostly generous, however, cycling is poorly provided for with only a partial cycle lane in the outbound direction. Notwithstanding the width of the road, there are currently no dedicated bus lanes.

Connectivity

- Baggot Street Upper is a busy pedestrian environment with high volumes of pedestrians and cyclists in the mornings, lunchtimes and evenings availing of the retail and restaurant/café facilities.
- The Grand Canal passes the western end of the street, and creates additional footfall in the area.

Landscape

Landscape at Baggot Street Upper comprises street trees of mixed maturity at different locations along the street, along with a sense of being bookended by the mature trees beyond Waterloo Road and along the Grand Canal. There are also areas of landscaping within the private realm of the former hospital that face the street.

Public Realm Strategy

The proposed CBC Infrastructure Works will rationalise the existing wide carriageway to four lanes with segregated cycling facilities on both sides, reducing to two at either end leading past Waterloo Road and to the Grand Canal. On-street parking will mostly be removed in favour of providing dedicated cycle tracks and additional widening of the footpath. General traffic will utilise the central lanes only, with buses using the lanes closest to the footpath.

The public realm will be renewed to establish a distinctive urban village character that is attractive for people to dwell in, sit out, and pass through. A new and stronger pedestrian oriented streetscape will result, with consideration of granite kerbs and high quality paving flags throughout, in establishing a distinctive character that showcases the locality and its quality architecture. The enhanced public realm will incorporate additional amenity and spill out areas outside retail units. Existing trees will mostly be retained, additional trees planted, and integrated seating and planter installations will improve the amenity and appeal of the streetscape.

Public space will widen at either end of the street as the street reduces to a two lane configuration, allowing increased space and safety at the busy corners and junctions, and also facilitating short pedestrian crossings.

Cycle Parking

The revised streetscape and public realm will permit the introduction of additional and replacement cycle parking stands.

Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority

Harcourt Lane,
Dun Sceine,
Dublin 2.

D02 WT20

Project Ireland 2040
Building Ireland's Future